

INFORMATION REPORT

COUNTRY Poland

SUBJECT Babie Doly Naval Airport: Location/Layout/Technical Services/Air Strength/Living Conditions for Personnel

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Location

2. "The airfield of Babie Doly is situated on the shore of Puck Bay about 15 kilometers from Gdynia, between Okrywle, Oburze, [redacted] Gazetteer on Poland, Kosakow and Pierwostyn. The airfield lies on uneven ground, on the sea shore. Because of that some buildings are situated in valleys, some on hills. [Available at the CIA Library is a map of the Babie Doly airfield, drawn to a scale of 1:400 m with a detailed legend attached 1. The place is connected by road with Okrywle and Oburze. This road divides into two directions very near the gate to the enclosure. A new railroad siding connects the airfield with the Chylonia station and the line going to Pogorza. The loading platform is located near the road which runs from the airfield to the village Old Oburze, about 700 m from the entrance gate. Further south, about 2 1/2 km from the shore, a road connecting Oburze and Pierwostyn crosses the terrain.

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Layout

3. "The old runway which had existed before World War II and which was improved by the Germans during the occupation, is about one km long and some 20 m wide.

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one of the objects of the new runway are directed by one with Przedsiębiorstwo Budowlane (Military Building Enterprise) which employs civilian workers, and by the Building Battalion which is permanently posted at the airfield.

5. Approaching the airport from the direction of Olusvie (the road with an asphalt surface), one enters through the gate in the enclosure which runs from the sea coast almost to the new runway. At the right-hand side is the guardhouse (wartownia) and on the left-hand side is the building of the air and adjoining garages in which motorcycles and bulldozers are kept and repaired. Three Soviet-produced bulldozers were in use for the earthwork on the airfield. Near the building there are living quarters of civilian workers. A little further on the left, about 100 m from the road, the air frontier guards have their building.
6. Continuing on the same road, on the right is a horseshoe-shaped building which is the officers' mess, and at the left - small wooden huts in which regular NCO's have their quarters. After that the road dips into a small valley and connects with the road leading from the sea to the new runway.
7. At the crossroads stands the headquarters of the Fifth Air Force Division (5ta Lotnicza Dywizja) which occupies the airfield. The headquarters (formerly a hospital) has two floors; its walls are plastered.
8. Turning towards the sea shore, on the right-hand side is the wooded bank of the valley. In this wood, nearer the shore, are living quarters and barracks and the Wojakowa Centrala Handlowa or Military Trading Center) which is a sort of a shop-canteen, equivalent to the British NAAFI or the American A. Still nearer the sea stands a building with boilers providing central heating for the eastern part of the airfield. At the farthest point of the shore, next to the road among the trees, there are underground petrol tanks containing 150,000 liters in three cylinders having the capacity of 50,000 liters each.
9. At the left side of the road starting from the HQ building on the left bank of the valley, stand the garages of the Motorcar Company and a house occupied by the Building Battalion. Beyond that house runs a small path, almost directly towards the west; it has no outlet at the other end. At the right side of this path, on the seashore side, there are food stores and at their end an adjoining building occupied by the Informacja which means Naval Counter-Intelligence.
10. Returning from the small path to the road which leads towards the sea, one finds at the left-hand side, in a wood, the fire house for the airfield. Further north, the road continues as a wooden quay upon the sea, at which sometimes motor boats and boats with targets for shooting exercises are tied. On the end of the quay there is an old dilapidated 'torpedo house' (torpedownia).
11. In the opposite direction from the Headquarters building along the road leading towards the runway, which also lies in a valley, are the following buildings:
 - (a) Living quarters for the troops, dormitories, etc. - which are low red brick buildings without upper stories.
 - (b) Deeper in the valley, a second boiler house with baths.

At the point where the road turns and starts running uphill as a narrow pass towards the old runway, there is a short path to the soldiers' mess and two small buildings used for uniform storage. From this path is a gate which leads to the wired enclosure of MPS stores (Materialy Pedne Smary: fuel and lubricants). This enclosure occupies an outlet of the valley which widens in the direction of the new runway and is overgrown with trees. The fuel dumps consist of two underground cisterns, each containing 50,000 liters, and a number of surface cisterns and tanks, with the capacity of 10,000 and 15,000 liters, some of them mobile. Narrow paths lead to the cisterns.

12. "Returning again to the road, where it starts running as a narrow pass uphill towards the old runway, one enters a large square in front of the hangars. The square is covered with asphalt. The hangar building is enormous; a number of power-engine planes stand in it, and also an AN-type passenger plane. From the square, a wide road leads to the new runway and a narrower road to the old runway.
13. "A dead-end road leads from the square towards the sea. Along this road on the right is a technical store (warehouse for spare parts and tools) and the building of the Ground Crew battalion. To the left of the hangars are the mechanical workshops, and at the far end of the road there is a three-story Observation Building with a tower, radio station and other installations.
14. "Another road from the square runs along the southern boundary of the old runway, and joins to the runway at its far end very near the sea shore. At the right of this road stands Guardhouse No. 2.
15. "After crossing the old runway, the same road runs along the seashore line through a wooded terrain. It enters a fenced-off prohibited area in which the so-called 'Bomoshkad' is situated. There are ammunition dumps for bombs and torpedoes. In the prohibited area stands Guardhouse No. 3. Shooting ranges, for exercises with live ammunition, are also located in that area.
16. "To the left side of the same road, about one-half kilometer from the shore, are the quarters of a military unit, presumably a company of Land Forces, operating the radar station. These quarters are situated on a hill.
17. "Farther in the direction of Pierwoszyno village, lie PGR's - state owned farms under military management.

Technical Services

18. "Soviet Control. There are two Ground Crew Battalions, under the command of a Soviet officer Commander, [fnu] Kuzmin, head of all technical services on the airfield. Soviet control over the supplies for the airfield is strict. Apart from Kuzmin himself, Soviet officers specialists always examine the quality of petrol and lubricants brought to the airfield. The Polish soldiers are told that the presence of Soviet experts is indispensable because the Poles do not have properly qualified specialists.
19. "Fuel and Lubricants. In MPS (Materialy Pedne Smary) - Fuel and Lubricants Section, the men are always intoxicated with ethyl fumes. Very little attention is paid to the soldiers' health and no precautions are taken.
20. "Fuel and lubricants are brought from the railway loading platform. They are either in large cisterns which are pushed from railway trucks down on motor-car trailers and transported wherever they are needed (cisterns with a capacity of 10-15 thousand liters), or in small cisterns, from which petrol is poured to the large surface of underground cisterns existing on the airfield.

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21. "The large cisterns are of the following types:
- (a) One Rezetka (BZ) installed on a Studebaker trailer, capacity unknown / to source / but larger than the Kazetki.
 - (b) Several Kazetki (KZ), each probably of 10-ton capacity, installed on GAZ-51 trailer (Soviet model).
22. "With the exception of the one Studebaker, all trailers on the airfield are of Soviet production:
- (a) GAZ 51 (probably 10 tons)
 - (b) ZIS 5 and ZIS 150 - larger.
23. the following details about the types of fuel and lubricants used on the airfield:
- (a) Petrol:
 - (1) B95 - high-octane, containing ethyl, color red, sometimes blue, for bomber planes.
 - (2) B89 - pink, for fighter planes.
 - (3) B70 - pure white petrol for two-wing planes.
 - (4) Petrol for motor vehicles (cars).
 - (5) Paraffin (NAFTA) P. II - Fuel No. 2 - for jet planes. This is mixed with oil in the following proportion: 15,000 liters of paraffin - 15 liters of oil MS 20.
 - (6) Crude oil (ROPA) was used for some of the trailers.
- Petrol is brought on the railway sideline to the loading platform in cisterns on which the following inscription could be observed:
"Jedlicze, Rafineria Benzyny".
- (b) Oil:
 - (1) MS 20 - best oil for air force purposes, Soviet produced. It is brought in wooden barrels each containing 200 liters, with the inscription: "Made in the USSR".
 - (2) Ordinary oil.
 - (c) Lubricants: Soviet produced
 - (1) GOJ 54 for undercarriages - yellow color.
 - (2) NK 20 for undercarriages, used in winter, dark blue color.
 - (d) Anti-freeze, white color (I do not know the origin).
24. "The airfield has four mobile radio stations mounted on lorries.
25. "Passenger cars used on the airfield are very smart 'Pobeda' types. They are used mostly by Soviet officers. Passenger cars at the disposal of the military personnel have numbers at the back, with the Polish eagle beside them.

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Air Force Strength at Airfield

26. "The airfield of Babie Doly belongs to the Polish Naval Air Force, and I think is operated by the Fifth Naval Air Force Division. It is an independent unit, with full strength and equipment and all necessary services.

Fifth Naval Air Force Division

27. "The Division is composed of three regiments:

1. Fighter regiment - this regiment has about 20 jet-propelled YAK fighter planes and nine MIG-15's (not a single MIG-15 b).
2. Bomber regiment - (a) About 12 bomber planes called 'Pezki'. They are light two-engine bombers, with single wings, a turret in the tail. [REDACTED] constructor was called [REDACTED] Pulokin. The crew consists of three men.
(b) Three two-engine long-range bombers called 'Tutki', each carrying one torpedo; a turret in the tail. These planes carry guns, one of them placed low between the undercarriage. The crew is composed of five men.
3. Tactical air force regiment (Szturmowy) - Some 15 one-engine planes 'IL' type, with a crew of two; a turret at the top. The plane has guns in the wings - presumably of 27 mm caliber - and an ordinary air force MG.

28. "In addition, there are on the airfield [Oct 53] about nine planes called 'Bociaki' or 'Kukuruzniki' (U-2); they are one-engine double-wing trainers. [REDACTED] they were used during World War II and were quite dangerous in night raids. They carried small bombs, switched off the engine over the target and could circulate noiselessly in the darkness and cause a lot of damage. The 'Bociaki' are partly posted with the fighter regiment, partly divided between the other two regiments.

29. "There is also on the airfield a passenger transport plane type 'AN' used for transporting air force personnel. The C.O. of the division has his own small YAK on which he makes frequent flights.

30. [REDACTED] on the airfield [REDACTED] in spring 1954, all older-type planes would leave Babie Doly and only jet-propelled planes would remain; and that new two-engine jet-propelled planes would be provided.

31. "In autumn 1953, an independent jet battalion was formed, quite apart from the existing fighter regiment. It was rumored that the fighter regiment would soon be withdrawn from Babie Doly and replaced by this new unit. The fighter regiment was to be transferred to an airfield in the vicinity of Puszcz Gdanski, [REDACTED] where new constructions are being carried on at the present moment.

32. "Other units belonging to the Division, and stationed at the airfield are:

- (a) Two battalions of ground crew (Obsluga Lotniska)
- (b) One building battalion.

32. "Two MIG-15 jet planes are always on duty on the airfield (Shturbowce) ready to start at a moment's notice; they are fully equipped, with the crew standing in readiness. If an unknown plane is sighted, the passage of which has not been notified to the command, these MIG's take off immediately.

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[redacted] a large formation of Soviet planes suddenly appeared in the neighborhood and the Soviets obviously did not bother to notify the Polish airfield about this movement. The two MIG's on duty went up according to the regulations, and soon returned with their crews rather out of temper. High up in the air the Soviet airmen cursed them soundly by radio, demanding that they get out of their way at once.

Officers

34. "The C.O. of the Division is Soviet Commander [fnu] Turkov, 'Hero of the Soviet Union'. His deputy on political matters is a Pole named [fnu] Wierzbicki. [redacted] from the year 1951 when Wierzbicki was only a 2nd Lieutenant in the trawlers' flotilla at Oksywie. He is 'fat and greasy, very unpleasant, a Communist, and cares for nothing but his personal career'. His quick promotion to the present high post proves that his political efforts were appreciated. The deputy for fighting purposes is a Pole, a Lieutenant Commander, whose name [redacted]. The officer in charge of technical service is Lieutenant Commander [fnu] Kuzmin (a Soviet). The jet fighter regiment is commanded by a Polish lieutenant commander. In two other regiments the commanding officers are Soviets.
35. "Soviet advisers and inspectors are attached to the mechanical service and fuel section. They check everything. Whenever a new transport of fuel or lubricants arrives, a Soviet officer examines the quality. Altogether there are about six or seven on the airfield.
36. "The Division cooperated in the 1953 summer maneuvers of the Polish Navy. During the maneuvers, some of the planes took off from the Wieszca Airfield.
37. "The two Ground Crew Battalions are commanded by Captain [fnu] Sitko and his deputy, Lt. [fnu] Urbanek. The Battalions are composed of various companies, including a motor car company, signal company, guard company and a service platoon (Pluton Funkcyjny). The Secretary of the CP in these battalions is Warrant Officer (Chorazy) [fnu] Pyrkosz. The CP functionaries in military units are generally young men holding the rank of Warrant Officers.

38. Living Conditions of Personnel

25X1X [redacted] The Navy buys food for personnel on its own from various cooperatives in Gdynia. [redacted]

39. "In the officers' mess, in the only dining hall, there are several separate 'tables'. 'Table No. 1' serves the jet pilots, 'table No. 2' the remaining pilots, 'table No. 3' officers-mechanics. Several tables in front of the room are for those who buy their meals in the mess (e. g. families of the officers or other non-military persons).

40. "Every 'table' has its own 'norm' or category of meals:

- 'Flying-jet' norm (Lotna Odrzutowa Norma): exclusive for officers flying jet planes. They have soup, better cuts of meat, good-quality fish like carp or pike, chocolate, pastries and fruit.
- 'Flying' norm (Lotna Norma): soup, meat of a little lower quality but almost the same as the 'Flying-jet', with the exception of extras (no pastries, chocolate and fruit).
- 'Flying-technical' (Lotna Techniczna): soup, meat of medium quality, never any poultry; fish - cod; tea or stewed dried fruit.

The customers who buy their meals, receive the 'flying-technical' norm. Every 'table' has its own separate female cook.

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41. A meal bought in the mess is very expensive; it costs around 15 zlotys. An officer pays 500 zl monthly on the average for his mess. This amount is quite out of proportion to his earnings, since salaries of lower-ranking officers are only a little above 600 zl, which means that almost all salary goes to pay for food.

42. The Soviets have their meals in a separate mess, beyond the Polish Officers' mess. The Soviet mess is managed by HCC /fnu/ Wojciechowski. The Soviets behave quite decently in daytime, but at night they often get drunk. They used to come to the food stores and bang on the door, so that the storekeeper on duty would give them more vodka, which they did pay for. I had such an experience several times.

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43. Ordinary seamen receive their food in an enormous canteen with the capacity of 1000 persons. They have the so-called 'Z' norm. Their meals are quite insufficient, and the seamen are permanently hungry.

44. On Babie Doly airfield there are two shop-canteens under a roof and - in summer - one in the open air. One can therefore buy some extra food. But only a few have money for it.

Uniforms

45. The seamen's uniform in the Navy is quite decent. It is now being replaced by a Soviet-type uniform with longer jackets. It is also said that sailors' caps will be replaced with Soviet-type caps. The sailors receive two pairs of good, strong shoes which they may have repaired in local workshops on the airfield. The officers are issued new uniforms every three years, but once in a year they are entitled to an exchange of some items.

Entertainment

46. Sailors in Babie Doly may obtain a free-afternoon pass only once a week, on Sundays. There is bus service between Babie Doly and Gdynia every hour. Returning late from such a leave may have unpleasant consequences. If it happens twice, the sailor may be directed to a penal company. Such a sentence may last from six months to two years, and after the release from the penal company the man must still serve the full period of three years military service in the Navy. This means in practice, if a sailor is particularly unlucky, he may be kept in the Navy for five years.

47. There is no entertainment at the airfield except movies which take place once a week, in the canteen. Only Soviet films are shown. Political propaganda is constantly thrown at the sailors and political indoctrination lessons take six hours a week.

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